



LOCAL BOARD SERVICES

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Local board resolutions on Katoa, Ka Ora - draft Auckland Speed Management Plan 2024-2027

October 2023

[Month] 202Version 1.0



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Albert-Eden Local Board

Resolution number AE/2023/156

MOVED by Chairperson M Watson, seconded by Member C Robertson:

That the Albert-Eden Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D).
- b) note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (Attachment A).
- c) note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) note that the evaluation of phase one of the Auckland safe speeds programme showed two years later, deaths had decreased by 30 per cent on roads where speed limits were changed and increased by 9 per cent on roads where speed limits were not changed.
- e) support the location and scope of the proposed speed limit changes identified for this local board area (Attachment E).
- f) support speed limit review near schools that do not have current or proposed safe speed limits including Our Lady Sacred Heart School, Eden Campus and Elim Christian College.
- g) support a 30km/h speed limit for Woodward Road.
- h) note that if road safety is only delivered through upgrading infrastructure, the estimated costs are \$14-26 billion for urban arterial upgrades.
- i) note that the Transport and Infrastructure Committee supported consistent, easy-to-understand changes that communities can understand.
- j) note that Auckland Transport received survey responses from almost 180 schools and 78 per cent supported permanent 30km/h speed limits on local roads near their school.
- k) note the additional benefits delivered by safer speeds such as physical and mental health and mode shift which reduces congestion and carbon emissions.
- l) note that the economic analysis of speed limit scenarios near schools showed the expected travel time delay from all scenarios was 12-14 seconds for an average urban vehicle trip of around 20 minutes.
- m) note the Benefit - Cost Ratio (BCR) is 3.6-9.0 for permanent speed reductions but only 0.2 for variable speed reductions outside schools.
- n) highlight the need to align speed restrictions on Mountain Road, Epsom outside St Peters College and Auckland Grammar School, noting they are in different Local Board areas.
- o) express disappointment that Auckland Transport did not consult on reducing speeds on Mountain View Road noting speeding required Auckland Transport to install speed bumps.
- p) support permanent 30km/hr outside schools on both local and arterial roads noting this is consistent with the resolutions of the Waitemātā Local Board.
- q) suggest Auckland Transport prioritises physical interventions to complement the safer speed limit where required to bring down speeds.
- r) note that Ministry of Housing and Urban Development are noting advisory speed signs of 15mk/hr on their latest Resource Consent Plans for the Spine Road and Park Road (aka Farm Road) and ask Auckland

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Transport to engage specifically with them on speed limits before progressing changes on the Carrington Precinct road network.

- s) support education on safety benefits by agencies and enforcement action by the New Zealand Police on any new speed limit changes to enhance behaviour change.
- t) support extending the 30km/h zone on Gillies Avenue and King George Avenue (from The Drive to 100m west of Gillies Avenue) and Gillies Avenue (from King George Avenue to 40m south of Kimberley Avenue) to close the gap between the 2 existing school speed limits for Epsom Normal School and Kohia Terrace School which would include the Epsom North Kindergarten and the Epsom Community Centre Creche.
- u) support Carrington Road speeds being reviewed and potentially lowered in the future based on a detailed assessment after the Carrington Road infrastructure works have been completed.

A division was called for, voting on which was as follows:

For

Member J Maskill
Member C Robertson
Member L Roe
Chairperson M Watson

Against

Member J Fowler
Deputy Chairperson K Smith
Member J Tan

Absent

Member R Smith

The motion was declared CARRIED by 4 votes to 3.

CARRIED

Aotea / Great Barrier Local Board

Resolution number GBI/2023/110

MOVED by Deputy Chairperson P O’Shea, seconded by Member N Sanderson:

That the Aotea / Great Barrier Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D of the agenda report).
- b) tuhi ā-taipitopito / note Auckland Transport’s responses to previous local board queries about Katoa, Ka Ora (Attachment A of the agenda report).
- c) tuhi ā-taipitopito / note Auckland Transport’s legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed.
- e) whakarite / provide the tabled feedback on the requested changes proposed in this local board area, following public consultation feedback and in-person engagement with communities and the local board. (Attachment C and Attachment E of the agenda report).
- f) tono / request a consistent approach of 30km/h by schools, 40km/h in settlement areas and 60km/h across the rest of the Aotea / Great Barrier Island roads.
- g) whakamihi / thank the Auckland Transport engagement team for their mahi on Aotea’s public consultation on the proposed Katoa, Ka Ora speed limit changes.

CARRIED

Attachments

A 24 October 2023 Aotea / Great Barrier Local Board, Item 14 Katoa, Ka Ora - draft Auckland Speed Management Plan 2024-2027, tabled item 14 – Aotea / Great Barrier Local Board responses to site specific feedback

Aotea / Great Barrier Local Board – Responses to site specific feedback

Requested changes where local board views are specifically sought.

Location	Request/Issue	Recommendation	Local Board feedback
Near Medlands Beach	Request 30 km/h speed limit on Sandhills Road and the surrounding roads as there are a high number of pedestrians during summer.	The Setting of Speed Limits Framework provides the rationale for identifying the safe and appropriate speed limits for all streets and roads. The speed limits proposed in Katoa, Ka Ora align with this framework and are consistent with similar roads in	Option 1

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		<p>other local boards across the region.</p> <p>The proposed 40 km/h speed limit is assessed based on the rural setting of Aotea and the level of on-street activities near Medlands Beach.</p> <p>Option 1: Keep the proposed change as assessed.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however the current mean operating speed for the roads around Medland Beach vary between 24 and 39 km/h based on Waka Kotahi MegaMaps. The operating speeds on the straight sections of road are likely to be higher and achieving compliance with a 30km/h speed limit may be unlikely.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	
Location	Request/Issue	Recommendation	Local Board feedback
Okiwi Settlement Area	<p>Request a low-speed zone of 30km/h from the Okiwi sign (Fitzroy End) past the bridge (Bay End) to the DOC entrance (South end) for preserve wildlife. Request a 30km/h zone from Ashley Rose Cottage (last house on way to Fitzroy) to the bridge on Mabey Road and the river reserve walk on Aotea Road due to high numbers of</p>	<p>Option 1: Keep the original proposed extent.</p> <p>Option 2: Extend the proposed 30 km/h to cover all residential areas and the DOC entrance. The proposed extension on Aotea Road is approximately 650 m between the driveway of 1640 Aotea Road and 150m east of Mabey Road, and 400m on Mabey Road between Aotea Road and the one-way bridge (400m north of Aotea Road).</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	<p>New recommendation: to extend 30km/h from southern speed bump outside Okiwi School through to Ashley Rose Cottage and including Mabey Road from the intersection of Aotea Road through to the bridge. The board does not recommend extending to the DoC entrance.</p>

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	children walking in this area.		
Kaitoke Lane	Request the starting section of the road is kept at a higher speed limit and only reduce the speed limit outside the school and playcentre as school activities are mainly on the western part of Kaitoke Lane.	<p>Legislative requirements from central government require all schools to have safe and appropriate speed limits by December 2027. Kaitoke Lane is a no- exit road with Kaitoke School located towards the western end of the Lane.</p> <p>Option 1: Keep the original proposal of 30 km/h for the entire length of Kaitoke Lane.</p> <p>Option 2: Propose a 60 km/h for the eastern length of Kaitoke Lane between Walter Blackwell Road and 150m east of Kaitoke School's entrance, an approx. length of 300m. The remaining length of Kaitoke Lane outside the school is proposed to be 30km/h. This proposal is more appropriate as school activities are concentrated near the school.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 2
Fitzroy Settlement Area (Aotea Road/ Kaiaraara Bay Road) speed limit	Request 30 km/h for Fitzroy area due to high number of pedestrians.	<p>Option 1: Keep the original proposal of 40km/h.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits. The current mean operating speed for Aotea Road and Kaiaraara Bay Road is 30 km/h based on Waka Kotahi MegaMaps.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 1
Fitzroy Settlement Area (Aotea Road/	Request 30 km/h outside the Fitzroy Store (between	Option 1: Keep the original proposed extent.	Option 2 at 40km/h

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Kaiaraara Bay Road) – extent of speed limit	Fitzroy club and the wharf) as people are unaware of children crossings the road.	<p>Option 2: Extend the proposed lower speed limit (either 30km/h or 40km/h) on the northern end by 200m to cover the location where children cross the road.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	
Claris Area – Hector Sanderson Road - speed limit	Request a 30km/h slow zone on Hector Sanderson Road past the Claris Shop and service centre.	<p>Option 1: Keep the original proposal of 40 km/h.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however for this length of road the mean operating speed is 51 km/h based on Waka Kotahi MegaMaps. This could result in a very low compliance of a 30km/h speed limit.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 1 - 40km/h between Oceanview Road to Police station
Claris – Hector Sanderson Road (southeastern end)	Request a 30km speed limit in Claris and around ‘Burga Shak’, ‘Baked on Barrier’ as these areas are often congested and very busy.	<p>Option 1: Keep the original proposal.</p> <p>Option 2 Extend the proposed lower speed limit (either 30km/h or 40km/h), for approximately 100m, on the southeastern end of Hector Sanderson Road to include the shops.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 2 - 40km/h between Oceanview Road to Police station
Claris – Hector Sanderson Road (northwestern end)	Request a lower speed limit between Blackwell Driveway (1 km north of Ocean View Road) and the Police Station or the bus stop. Request to extend the 40 km/h to the Police station.	<p>Option 1: Keep the original proposal.</p> <p>Option 2: Extend the proposed lower speed limit (either 30km/h or 40km/h), for approximately 300m, on the northwestern end of Hector Sanderson Road to include the Police station.</p> <p>The mean operating speed for this length of road is 51 km/h based on</p>	Option 2 - 40km/h between Oceanview Road to Police station

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		<p>Waka Kotahi MegaMaps. Achieving compliance with a 40km/h speed limit may be unlikely.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	
Tryphena Area	<p>Request a 30 km/h speed limit between Tryphena Hall and Mulberry Grove School due to the high movements of walking and cycling near beaches and playgrounds.</p>	<p>Option 1: Keep the original proposal of 40km/h.</p> <p>Option 2: reduce the speed limit to 30 km/h at the following locations:</p> <ul style="list-style-type: none"> • Shoal Bay Road (between Garden Road and Medland Road), • Puriri Bay Road (between Medland Road and 120 m west of Medland Road), • Medland Road (between Puriri Bay Road and 300m north of Puriri Bay Road), • Blackwell Drive (full length), • Omanawa Place (full length), • Mulberry Grove Road (full length), • Garden Road (full length). <p>If this option is chosen, then for consistency the proposed speed limit on Rosalie Bay Road, between Pohutukawa Place and 260 m east of Pohutukawa Place, should also be reduced to 30 km/h.</p> <p>The mean operating speed on Shoal Bay Road (between Garden Road and Medland Road), varies between 26 and 34 km/h based on Waka Kotahi MegaMaps.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 1

Devonport-Takapuna Local Board

Resolution number DT/2023/188

MOVED by Chairperson T van Tonder, seconded by Member P Allen:

That the Devonport-Takapuna Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (attachment D)
- b) note AT's responses to previous local board recommendations and queries about Katoa, Ka Ora, and gives thanks for this feedback (attachment A)
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit settings near schools by 2027.
- d) notes that nationally the 2022 ACC road injury cost for road injury is \$607,553,542 resulting from 33,553 new claims on top of 48,583 active claims, bringing the National ACC road injury cost to over 4.4 billion dollars since 2015.
- e) notes that 70% of vehicle crashes are due to inappropriate speed.
- f) notes that accidents at 30km/h, pedestrians have a 90% chance of survival, compared to a 20% chance of survival if hit at 50km/h.
- g) notes that in Auckland 75% of children and parents say they are more inclined to cycle or walk to school if roads were safer.
- h) supports that the 17 schools in the DT Local Board area included in Katoa, Ka Ora (Campbell's Bay Primary, Wilson School, Takapuna Grammar, Belmont Intermediate, Belmont Primary, Bayswater School, Vauxhall School, Takapuna Normal Intermediate, WGHS, Carmel College, WBHS, Milford School, Forrest Hill Primary, Wairau Intermediate, St. Joseph's Catholic School, Summit Point School & Rosmini College) will all benefit from reduced speed limits at variable times (ie. pick up and drop off).
- i) requests that, if physical interventions are needed, a range of measures are presented such as electronic speed signs or additional signage, rather than high cost speed bumps.
- j) supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation in Attachment C.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Member P Allen	Member G Busch	
Deputy Chairperson T Harpur	Member G Wood	
Member M Powell		
Chairperson T van Tonder		

The motion was declared CARRIED by 4 votes to 2.

CARRIED

Franklin Local Board

Resolution number FR/2023/172

MOVED by Chairperson A Fulljames, seconded by Member L Soole:

That the Franklin Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D).
- b) tuhi ā-taipitopito / note Auckland Transport's (AT) responses to previous local board queries about Katoa, Ka Ora (Attachment A).
- c) tuhi ā-taipitopito / note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed.
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E).
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Pukekohe North School, Sandspit Road School, View Road School, and Waiuku Primary School.
- g) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C, in particular:
 - i) tautoko / support the recommendation that a short section of Beachlands Road (between 50 metres west of Wakelin Road and 50 metres east of Bell Road) is included in the variable speed limited zone to capture where school children cross Beachlands Road near the school.
 - ii) tautoko / support a permanent speed limit reduction on Whitford-Maraetai Rd, near Omana Regional Park, from the Beachlands roundabout, to the start of the 50 kph zone in Maraetai, noting this speed limit reduction is necessary to enable a bus stop at Te Puru and a pedestrian crossing at the western end of Maraetai School Road.
 - iii) tautoko / support permanent speed reductions in Pukekohe (inside the ring road) and Waiuku town centres.
 - iv) tautoko / support the request to extend a proposed variable school zone around Valley School in Pukekohe, further on East Street.
 - v) tautoko / support the request for speed limit reduction in the area around Waiuku Primary School
 - vi) tautoko / support the request for a permanent speed reduction around Kawakawa Bay township, noting this is also an advocacy point in our Franklin Local Board Plan 2023.
 - vii) tonono / request Auckland Transport proceed with urgency an intersection speed zone at the Whitford-Maraetai Road Clifton Road intersection, noting this is an advocacy point in our Franklin Local Board Plan 2023, and this intersection services a landfill; and also noting that engineering treatments are requested to make this intersection safer.
 - ix) tautoko / support the request to extend the 60km/h speed limit on Glenbrook Beach Road near the Dunsmuir Road intersection approximately 200 metres further south past the bend.
- h) tautoko / support the changes proposed for Karioitahi Beach, which is an Auckland Council controlled road, as requested by Ngaati te Ata o Waiohua.

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- i) tono / request that Auckland Transport staff work with and support Auckland Council Parks and Community Facilities staff to progress a longer term strategy to address risks to pedestrian safety, the environment and heritage values from vehicle movements on Karioitahi Beach and reserves.
- ii) tuhi ā-taipitopito / note that simply changing speed to mitigate harm should not be the only action considered by Auckland Transport.
- iii) tono / request that re-engineering be considered alongside speed reduction, particularly on rural roads and where the quality of the road surface creates safety issues.
- iv) tono / request that Auckland Transport staff continue to engage with local boards on location specific changes so that the local board has the opportunity to inform and support local speed management improvements.
- v) suggest that requests from partners and the community to lower speeds be prioritised.

CARRIED

Henderson-Massey Local Board

Resolution number HM/2023/130

MOVED by Chairperson C Carter, seconded by Member D Collins:

That the Henderson-Massey Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D)
- b) tuhi ā-taipitopito / note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- c) tuhi ā-taipitopito / note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)
- f) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.

CARRIED

Hibiscus and Bays Local Board

Resolution number HB/2023/157

MOVED by Member V Short, seconded by Chairperson G Brown:

That the Hibiscus and Bays Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D to the agenda report)
- b) tuhi ā-taipitopito / note Auckland Transport responses to previous local board queries about Katoa, Ka Ora (Attachment A to the agenda report)
- c) tuhi ā-taipitopito / note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachments C and E to the agenda report)
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Ōrewa College, KingsWay School, Wentworth College, Wentworth Primary, Red Beach School, Ōrewa Primary School, St John's School (Mairangi Bay), Whangaparāoa School (Auckland), Stella Maris Primary School, Whangaparāoa College and Gulf Harbour School
- g) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C
- h) tono / request that there be retrospective standardisation carried out for physical safety measures and signs in both slow town areas, and those schools that were subject of previous stages of the speed management stages, in order to ensure that both types of slower speed areas look and feel consistent with the ones proposed to be enacted in this Katoa, Ka Ora programme 2023.

CARRIED

Howick Local Board

Resolution number HW/2023/200

MOVED by Chairperson A White, seconded by Deputy Chairperson B Burns:

That the Howick Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes in Attachment D
 - i) that of the 966 responses on the proposed changes within the Howick Local Board area, only 696 respondents lived in the area.
 - ii) note that due to the complex format and structure of the questionnaire, it is difficult to easily understand the views of the community, with apparently conflicting responses to similar questions.
 - iii) note that the Board only received this report a week prior to this Business Meeting and has not had an opportunity to workshop or discuss it.
- b) note AT's responses to previous local board queries about Katoa, Ka Ora in Attachment A
 - i) Note that the resolution stated in the response is incorrect and should be HW/2023/58.
 - ii) express disappointment and frustration that it has taken six months to receive a written response from Auckland Transport and that the promised opportunity to discuss this in a workshop has not eventuated despite numerous requests from the Board.
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
 - i) note that during this time Auckland was often under lockdowns limiting the number of people on roads.
- e) provide the following feedback on the location and scope of the proposed speed limit changes identified for this local board area in Attachment C and Attachment E:
 - i) support the implementation of variable speed limits outside of local schools to protect students, parents and staff.
 - ii) oppose the proposed 30km neighbourhood zones based on the public feedback.
 - iii) in regards to the Bucklands Beach area, support Option 2: Minimum treatment of Bucklands Beach Primary School
 - iv) request greater enforcement of speed limits.
- f) support speed limit review near schools that do not have current or proposed safe speed limits including Tyndale Park Christian School, Saint Kentigern College, Sancta Maria College, Sancta Maria Catholic Primary School, Howick Primary School, Macleans Primary School, Pakuranga Heights School, Riverhills School, St Mark's School (Pakuranga), Our Lady Star of the Sea School (Howick) and Sunnyhills School
- g) support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.

CARRIED

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Note: Under Standing Order 1.9.7 Chairperson D Light requested that their dissenting vote against parts e) ii) and e) iii) be recorded.

Kaipātiki Local Board

Resolution number KT/2023/185

MOVED by Chairperson J Gillon, seconded by Member P Gillon:

That the Kaipātiki Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (refer to Attachment D of the agenda report).
- b) express concern received from residents there was no explicit option in the online public consultation to oppose the proposal.
- c) note AT's responses to previous local board queries about Katoa, Ka Ora (refer to Attachment A of the agenda report).
- d) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires that any schools that do not already have a permanent or variable speed limit of 30 km/h during school travel periods, (or have a speed limit of 40km/h or a variable speed limit of 40km/h), must have either a permanent speed limit of 30 km/h or a variable speed limit of 30km/h during school travel periods set as part of this plan (being the next plan following the adoption of the Rule). A reasonable effort must be made that roads outside at least 40% of schools comply with this by 30 June 2024, and that all roads outside schools must comply with this by 31 December 2027.
- e) support the location and scope of the proposed permanent 30km/h speed limit changes identified for this local board area in the vicinity of Beach Haven shops (with an extension of 100m along Sunnyhaven Ave) and Birkenhead Village shops (refer to Attachment C and Attachment E of the agenda report).
- f) support the location and scope of the proposed variable 30 km/h speed limit outside schools identified for this local board area (refer to Attachment C and Attachment E of the agenda report) with the following changes:
 - i) oppose any reduction in speed limit on Onewa Road outside Northcote College. If safety is an issue outside Northcote College, then we propose barriers similar to further along Onewa Road or on Lake Road outside Northcote School.
 - ii) support a variable speed limit of 30 km/h on Kauri Glen Road outside Northcote College, as this is the main drop-off/pick-up area for students.
 - iii) oppose any reduction in speed limit on Onewa Road outside St Mary's School.
 - iv) support a variable speed limit of 30 km/h on Gladstone Road outside St Mary's School.
 - v) oppose any reduction in speed limit on Onewa Road outside Northcote School.
 - vi) support a variable speed limit of 30 km/h on Nutsey Avenue outside Northcote School, as this is the main drop-off/pick-up area for students.
- g) support speed limit review near schools that do not have current or proposed safe speed limits for Glenfield College, Beach Haven School, and Chelsea Primary School.
- h) refer the additional locations requested in public consultation feedback in Attachment C of the agenda report to a local board workshop.

CARRIED

Note: Under Standing Order 1.9.7 Member M Kenrick requested her vote be recorded against clause f) i), f) iii) and f) v)

Māngere-Ōtāhuhu Local Board

Resolution number MO/2023/148

MOVED by Deputy Chairperson H Fatu Toleafoa, seconded by Member P Peo:

That the Māngere-Ōtāhuhu Local Board:

- a) tuhi ā-taipitopito / note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- b) whiwhi / receive and express gratitude to submitters on the Auckland Speed Management Plan 2024-2027. A total of 7,927 submissions were received - 340 submissions from the local board area, 71 from local residents, and the remainder from visitors, commuters, cyclists and pedestrians
- c) acknowledge the Katoa, Ka Ora programme on a reduction in deaths and serious injury since June 2020. When the safe speed programme started, road deaths reduced 30 per cent in the areas where speed limits have changed. In comparison over this same period, the rest of the network has seen a 9 per cent increase in road deaths
- d) acknowledge the customer research findings and pleasing to see that:
 - i) 61% of residents believe lower speed limits could decrease accidents, and 74% are open to longer travel times for safer roads
 - ii) initially, 44% oppose speed limit reductions, while 43% support. With information on reduced accidents, support increased to 57%, peaking at 74% for limits near schools and community sites
 - iii) parents strongly support school speed limits and safety measures, enabling safer walking to school
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)
- f) tautoko / support a speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C, and request that the review results are workshopped prior to final decisions on speed limits in the identified areas
- g) tuhi ā-taipitopito / note that Māori are 12% of Auckland's population but represent 16% of road deaths and injuries and request that more is done to reverse this rate by transport authorities, Auckland Council and central Government through infrastructure interventions, education and training programmes
- h) reiterate the following:
 - i) tono / request for more investment to engage with the varied ethnic and cultural communities in local area noting that demographic profile of submitters is disproportionate to the ethnic and cultural diversity of this local board area
 - ii) tono / request action to implement signage including electronic signage on changes to speed zones in a timely manner to ensure awareness and safety for all
 - iii) tono / request ongoing dialogue with the Māngere-Ōtāhuhu Local Board to ensure community voices are considered in regional and national transport projects
 - iv) tono / request action for community safety education and ongoing training in parallel to roll out of speed changes, that is coordination of education and enforcement activities
 - v) continue to stress the need for action on safety concerns through infrastructure improvements by Auckland Transport through their other programmes at all high- risk locations

E mahi ana mātou i te mahi mō Tāmaki Makaurau

- vi) tono / request areas where urbanisation and motorisation continue to grow are investigated to reduce speed limits as these places are where cars, cyclists and pedestrians mostly interact.

CARRIED

Manurewa Local Board

Resolution number MR/2023/181

MOVED by Chairperson G Murphy, seconded by Member R McLean:

That the Manurewa Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D of the agenda report)
- b) note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A of the agenda report)
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) provide the following feedback regarding the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E of the agenda report)
 - i) the board notes that using variable rather than fixed speed limits was one of the most suggested improvements to the safe speed zone proposals from submitters in Manurewa. We are in support of using variable 30km/h speed limits rather than fixed 30km/h speed limits on roads near schools wherever this is possible, as there is generally no need for roads to be subject to lower speed limits outside of times when children are likely to be travelling to or from school. However, we- also note that implementing Waka Kotahi's Land Transport Rule: Setting of Speed Limits 2022 will mean that fixed 30km/h speed limits will need to be set on the roads near most schools
 - ii) notwithstanding the preference expressed in e) i) above, the board supports the proposed speed limit changes identified for this local board area, given the requirements of the Land Transport Rule: Setting of Speed Limits 2022 to implement such changes
- k) the board supports the use of variable 30km/h speed limit changes for schools on main/high-traffic roads such as Browns Road, Russell Road, Alfriston Road, Porchester Road, Grande Vue Road, Everglade Drive, and Kerrs Road, as included in this proposal
- l) the board requests that the fixed 30km/h speed limit on Weymouth Road south of Roscommon Road, which was set as part of phase three of the Safe Speeds programme be reviewed. Using a fixed 30km/h speed limit for this road is inconsistent with the approach taken to other main/high traffic roads such as those listed in e) ii) above. The board believes that the appropriate speed limit for this road would be either a 40 or 50km/h fixed speed limit, with variable 30km/h speed limits as appropriate on sections of the road near to schools
- m) with respect to the options presented in Attachment C of the report, regarding the proposed speed limits in Wattle Downs, the board prefers Option 2, extending the proposed 40 km/h to also cover the full length of Carnoustie Drive, and Muirfield Street. We agree with the feedback from residents that the key feeder roads in this area should have a higher speed limit. We note that both options include variable 30km/h limits at the frontage of Clayton Park School at school times
- f) support speed limit review near schools that do not have current or proposed safe speed limits including Destiny School
- g) note that central Government policy regarding the setting of speed limits may undergo significant changes following the recent General Election. The board therefore recommends that AT does not progress the adoption and implementation of Katoa, Ka Ora until future Government policy direction is confirmed.

CARRIED

Maungakiekie-Tāmaki Local Board

Resolution number MT/2023/146

MOVED by Member P McGlashan, seconded by Member N Henry:

That the Maungakiekie-Tāmaki Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D)
- b) note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)
- f) support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.

The motion was put to the vote by show of hands and was declared CARRIED by 4 votes to 2.

For

Member N Henry
Member P McGlashan
Chairperson M Meredith
Member T Woodcock

Against

Member D Allan
Deputy Chairperson D
Burrows

Abstained

Member C Makoare

CARRIED

Ōrākei Local Board

Resolution number OR/2023/112

MOVED by Chairperson S Milne, seconded by Deputy Chairperson S Powrie:

That the Ōrākei Local Board:

- a) provide the tabled feedback to Auckland Transport on the Katoa, Ka Ora – draft Auckland Speed Management Plan 2024-2027.

CARRIED

Attachments

A 19 October 2023, Ōrākei Business Meeting: item 16 - Feedback on the Katoa, Ka Ora - draft Auckland Speed Management Plan 2024-2027

Ōrākei Local Board Feedback to the Draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-2027

The Ōrākei local board notes that:

- Schools included in the proposal are Remuera Intermediate, Ōrākei School, St Joseph’s School, St Thomas School and Selwyn College, Kohimarama School, St Kentigern Girls’ and Boys’ Schools, Victoria Avenue School, Baradene College, St Heliers School, Sacred Heart and Glen Taylor School.
- The schools included in the proposal are generally supportive of the proposal.
- Kings School and Glendowie College, also advocating for Glendowie Primary, were not included as part of the proposal but submitted feedback requesting consideration for variable speed limits around their schools.
- There were also requests for speed limit reviews for additional locations not included in the consultation, including Shore Road, 90 metres west of Burwood Crescent, St Michael’s Catholic School, Glendowie College, area around St Ignatius Catholic School, area around Victoria Avenue School, area around Kohimarama School, area around Michael Park School, area around Selwyn College and St Thomas School, area around Madills Farm, area around Merton Reserve and Colin Maiden Park, area around Churchill Park, Meadowbank Town Centre, Eilerslie Town Centre, Grand Drive, College Road and Remuera Road.
- Ngāti Whātua Ōrākei have had their own input incorporated into the plan.
- A large majority of Ōrākei local board submitters felt the speed plan use of specific zones will not improve road safety overall.
- If the plan is implemented, the majority of respondents supported standardised times for the operation of variable speed limits, as easier to understand and implement across the region.
- The board suggest that speed should not be the sole focus for improved safety around schools and further work needs to be done to incentivise caregivers to get children to walk to school (Walking School Buses) or use public transport.

Ōrākei Local Board - 19/10/2023

Ōtara-Papatoetoe Local Board

Resolution number OP/2023/163

MOVED by Chairperson AR Autagavaia, seconded by Member TF Folau:

That the Ōtara-Papatoetoe Local Board:

- a) tuhi ā-taipitopito/ note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D), and that 299 submissions were on the local area and 56 were from people living locally
- b) tuhi ā-taipitopito/ note that interest in the proposal for the local area is driven by varied interests, that is, comprised of visitors (165), transiting through driving or commuting (149), pedestrians and cyclists (46) and those interested to give feedback because they live in the area (56)
- c) tuhi ā-taipitopito/ note that 42 per cent of local submitters supported the 16 safer speed zones (30 km) proposed in the local board area
- d) tuhi ā-taipitopito/ note that 51 per cent of local submitters supported the variable speed limits near schools, that it would improve safety; there were also 33 submitters who hold the view that the change will not improve safety
- e) tuhi ā-taipitopito/ note that feedback from 14 local schools is not favourable on specific variable speed limits
- f) tautoko/ support the approach to standardise operating times for variable speed limits near schools, noting that most local respondents have expressed that standardised times are easier to understand; that local response is similar to feedback from the wider region on this question. People have expressed that Auckland wide is simpler or less confusing (1,432 mentions)
- g) tuhi ā-taipitopito/ note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A), and give further comments:
- h) tautoko/ support the action to include those schools in Ōtara-Papatoetoe that were not included in previous phases of the Safe Speeds Programme for permanent or variable 30km/h speed limit changes
- i) reiterate and request action for community safety education in parallel to roll out of speed changes, that is coordination of education and enforcement activities with the roll out of speed changes
- j) appreciate inclusion of electronic signage at all appropriate opportunities to support the speed limit changes around schools
- k) continue to stress on need for action on safety concerns through infrastructure improvements by Auckland Transport through their other programmes at all high- risk locations, particularly around schools in Ōtara-Papatoetoe. The board support advocacy from local schools for ensuring safety around schools and arterials
- l) tuhi ā-taipitopito/ note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- m) tuhi ā-taipitopito/ note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- n) tautoko/ support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)

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- o) tautoko/ support speed limit review of additional locations, namely on Bairds Road outside Bairds Mainfreight Primary School, requested in public consultation feedback and recommended for the next future consultation in Attachment C
- p) tono/ request action to implement signage on changes on speed zones timely manner to ensure awareness and safety for all
- q) tono/ request Auckland Transport to bring forward the planned review of permanent speed limits near all remaining schools in Auckland in a future consultation
- r) tono/ request for more investment to engage with the varied ethnic and cultural communities in local area noting that demographic profile of submitters is disproportionate to the ethnic and cultural diversity of the area
- s) appreciate the ongoing dialogue at the local level, with the Ōtara-Papatoetoe Local Board to ensure community voices are considered in regional and national transport projects.

CARRIED

Papakura Local Board

Resolution number PPK/2023/179

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

That the Papakura Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D)
- b) note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) supports in part the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E), including:
 - i) the board notes that using variable rather than fixed speed limits was a suggested improvement to the safe speed zone proposals from submitters in Papakura. We are in support of using variable 30km/h speed limits rather than fixed 30km/h speed limits on roads near schools wherever this is possible, as there is generally no need for roads to be subject to lower speed limits outside of times when children are likely to be travelling to or from school. However, we also note that implementing Waka Kotahi's Land Transport Rule: Setting of Speed Limits 2022 will mean that fixed 30km/h speed limits will need to be set on the roads near most schools.
 - ii) notwithstanding the preference expressed in e) i) above, the board supports most of the proposed speed limit changes identified for this local board area (see e) v) and vi) below), given the requirements of the Land Transport Rule: Setting of Speed Limits 2022 to implement such changes.
 - iii) the board supports the proposed extension of the variable speed zone on Airfield Road outside Holy Trinity Catholic Primary School by approximately 100 metres further west and requests that the variable speed zone also be extended by 100 metres in the eastern direction.
 - iv) the board supports the extension of the variable speed zone on Willis Road outside Papakura High School by approximately 125 metres further east.
 - v) the board requests that Walter Strevens Drive, being the main arterial for the Conifer Grove suburb, remain at 50 kmph with the feeder roads and cul de sacs being 30kmph.
 - vi) the board requests that a variable speed limit be installed on Walter Strevens Drive between Barcardi Place and Donzella Place as this is the rear entrance to the Conifer Grove School and is a highly utilised entry and exit pedestrian back entrance for the school.
- f) support speed limit review near schools that do not have current or proposed safe speed limits including Redhill School
- g) provides the following feedback on speed limit review of additional locations:
 - i) the board does not support the requests for the following locations to be included in future consultation for fixed 30km/h speed limits:
 - Pahurehure residential area
 - the area around Longford Park

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- the area around Papakura Central School.
- ii) the board requests that a variable speed limit be considered on Kelvin Road outside Kelvin Road School as using a fixed 30km/h speed limit for this road is inconsistent with the approach taken to other main/high traffic roads. The board believes that the appropriate speed limit for this road would be either a 40 or 50km/h fixed speed limit, with variable 30km/h speed limits as appropriate on sections of the road near to schools.
- iii) the board requests that Ōpaheke Road (from Boundary Road to the roundabout) be included in future consultation for a reduced speed limit.
- h) the board requests reduced speed limits be clearly sign posted to ensure the public is aware of the speed limit in the area.
- i) notes that central Government policy regarding the setting of speed limits may undergo significant changes following the recent General Election. The board therefore recommends that Auckland Transport does not progress the adoption and implementation of Katoa, Ka Ora until future Government policy direction is confirmed.

CARRIED

Puketāpapa Local Board

Resolution number PKTPP/2023/146

MOVED by Member M Pervan, seconded by Member R Hay:

That the Puketāpapa Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D).
- b) note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (Attachment A).
- c) note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed.
- e) request further information on the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E).
- f) support speed limit review near schools that do not have current or proposed safe speed limits.
- g) support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.
- h) whakarite / provide the following clarification of views on the earlier proposed approaches for development of Katoa, Ka Ora Speed Management Plan for Auckland in April 2023 retrospectively:
 - “Approach Three - Responsive to community and partner requests approach:
 - b) Auckland Transport determines the priority of these requests”.

CARRIED

Rodney Local Board

Resolution number – No resolution

MOVED by Member M Dennis, seconded by Deputy Chairperson L Johnston:

That the Rodney Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D to the agenda report)
- b) tuhi ā-taipitopito / note Auckland Transport’s responses to previous local board queries about Katoa, Ka Ora (Attachment A to the agenda report)
- c) tuhi ā-taipitopito / note Auckland Transport’s legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced by 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes identified for the Rodney Local Board area (Attachment C and Attachment E to the agenda report) and:
 - i) tono / request priority for implementation of lower speed limits around schools
 - ii) tono / request that Robinson Road in Coatesville be included in the 2024-2027 plan, due to the road:
 - A) being a non-exit road with 100km/h speed limit
 - B) having an entrance into the Riverhead Forest - popular for horse riding, walking and cycling
 - C) being off Sunnyside Road, which is 60km/h
 - D) the understanding that residents did not provide feedback on the speed limit review due to the assumption that it would be implemented following consultation on in the first tranche.
 - iii) tono / request the Coatesville village speed limit reduction is given priority for implementation
 - iv) tuhi ā-taipitopito / note that a petition was presented to the Rodney Local Board in 2023 requesting that the speed limit by Dairy Flat School be lowered to a permanent 60km/h speed limit with a variable speed limit of 30km/h during school pick and drop off
 - v) tono / request that variable / permanent speed limits at the intersection of Kahikatea Flat Road and Pine Valley Road be extended to include White Hills intersection
 - vi) tono / request that the 80 km/h section of Green Road in Dairy Flat is included for future review due to Green Road park development.
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Hare Krishna School
- g) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C to the agenda report.

MOVED by Member G Upson, seconded by Member C Smith an amendment by way of replacement:

E mahi ana mātou i te mahi mō Tāmaki Makaurau

That the Rodney Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (attachment D to the agenda report) and the large percentage of respondents who thought reducing the speed limit would not improve safety and the extremely low level of support for reduced speed limits as low as 10 per cent support for question 1
- b) tuhi ā-taipitopito / note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (attachment A to the agenda report)
- c) tuhi ā-taipitopito / note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) tuhi ā-taipitopito / note that we are still awaiting the results from the central government elections but the preliminary results show national will form the new government and one of their election promises was to reinstate speed limits that have been reduced unnecessarily. Continuing with these costly changes is only going to create more financial strain on government and council because we know that, if the final results show national as the new government, many slower speed limits will need to be reversed as per the national party policy "Accelerate New Zealand"
- e) tono / request deferring the feedback the Rodney Local Board would like to Defer the feedback given on the Katoa, Ka Ora Speed Limit Program until we know the final result from the central government elections to ensure that rate payers money and tax payers money is not wasted by changing speed limits just to have them changed back within a few months.

The motion was put to the vote by a show of hands and was declared LOST by 5 votes to 4.

The substantive motion was put.

MOVED by Deputy Chairperson L Johnston, seconded by Chairperson B Bailey:

That the Rodney Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D to the agenda report)
- b) tuhi ā-taipitopito / note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (Attachment A to the agenda report)
- c) tuhi ā-taipitopito / note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced by 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes identified for the Rodney Local Board area (Attachment C and Attachment E to the agenda report) and:
 - i) tono / request priority for implementation of lower speed limits around schools
 - ii) tono / request that Robinson Road in Coatesville be included in the 2024-2027 plan, due to the road:
 - A) being a non-exit road with 100km/h speed limit

E mahi ana mātou i te mahi mō Tāmaki Makaurau

- B) having an entrance into the Riverhead Forest - popular for horse riding, walking and cycling
 - C) being off Sunnyside Road, which is 60km/h
 - D) the understanding that residents did not provide feedback on the speed limit review due to the assumption that it would be implemented following consultation on in the first tranche.
- iii) tono / request the Coatesville village speed limit reduction is given priority for implementation
- iv) tuhi ā-taipitopito / note that a petition was presented to the Rodney Local Board in 2023 requesting that the speed limit by Dairy Flat School be lowered to a permanent 60km/h speed limit with a variable speed limit of 30km/h during school pick and drop off
- v) tono / request that variable / permanent speed limits at the intersection of Kahikatea Flat Road and Pine Valley Road be extended to include White Hills intersection
- vi) tono / request that the 80 km/h section of Green Road in Dairy Flat is included for future review due to Green Road park development
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Hare Krishna School

tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C to the agenda report.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Chairperson B Bailey	Member M Carmichael	
Member M Dennis	Member T Holdgate	
Deputy Chairperson L Johnston	Member C Smith	
Member G Wishart	Member G Upson	
	Member I Wagstaff	

The motion was declared LOST by 4 votes to 5.

LOST

Resolution number RD/2023/189

MOVED by Deputy Chairperson L Johnston, seconded by Member G Wishart:

That the Rodney Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D to the agenda report)
- b) tuhi ā-taipitopito / note Auckland Transport's responses to previous local board queries about Katoa, Ka Ora (Attachment A to the agenda report)
- c) tuhi ā-taipitopito / note Auckland Transport's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027

E mahi ana mātou i te mahi mō Tāmaki Makaurau

- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced by 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes that apply to schools and townships identified for the Rodney Local Board area as part of (Attachment C and Attachment E to the agenda report) and:
 - i) request priority for implementation of lower speed limits around schools
 - ii) request that Robinson Road in Coatesville be included in the 2024-2027 plan, due to the road:
 - A) being a non-exit road with 100km/h speed limit
 - B) having an entrance into the Riverhead Forest - popular for horse riding, walking and cycling
 - C) being off Sunnyside Road, which is 60km/h
 - D) the understanding that residents did not provide feedback on the speed limit review due to the assumption that it would be implemented following consultation on in the first tranche
 - iii) tuhi ā-taipitopito / note that a petition was presented to the Rodney Local Board in 2023 requesting that the speed limit by Dairy Flat School be lowered to a permanent 60km/h speed limit with a variable speed limit of 30km/h during school pick and drop off
 - iv) tono / request that variable / permanent speed limits at the intersection of Kahikatea Flat Road and Pine Valley Road be extended to include White Hills intersection
 - v) tono / request that the 80 km/h section of Green Road in Dairy Flat is included for future review due to Green Road park development
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Hare Krishna School
- g) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C to the agenda report
- h) do not support proposed speed limit changes to the sections of rural road corridors within the Warkworth subdivision and Wellsford subdivision which do not include schools or townships identified for the Rodney Local Board area as part of (Attachment C and Attachment E to the agenda report)
- i) express concern that subdivision along Rodney Rural roading corridors is resulting in conflicts with increased accessways and road users and request that planning rules be revised to protect these critical rural corridors by other methods than reducing speeds e.g. slip roads to reduce the numbers of accessways.

The motion was put to a vote by show of hands and was declared CARRIED by a 6 votes to 3.

CARRIED

Upper Harbour Local Board

Resolution number UH/2023/138

MOVED by Chairperson A Atkinson, seconded by Member J Mclean:

That the Upper Harbour Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D).
- b) tuhi ā-taipitopito / note Auckland Transports responses to previous local board queries about Katoa, Ka Ora (Attachment A).
- c) tuhi ā-taipitopito / note Auckland Transports legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed.
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)
- f) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Kristin School, Pinehurst School, City Impact Church School, Albany Senior High School, Vanguard Military School, Ridgeview School, Marina View School and Albany Junior High School
- g) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.
- h) tautoko / support the Vision Zero goal of eliminating road transport related deaths and serious injuries within the Auckland road network by 2050.
- i) whakamihi / acknowledge that in order to both protect vulnerable children and encourage walking and cycling to schools that safety and perceived safety must improve and that speed limit reductions near schools are part of this.

CARRIED

Waiheke Local Board

Resolution number WHK/2023/144

MOVED by Member K Matthews, seconded by Member R Tucker

That the Waiheke Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D)
- a) note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- b) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- c) note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- d) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E)
- e) support speed limit review of additional locations requested for the next future consultation in Attachment C as below:
 - i) Donald Bruce Road – request for permanent speed limit reduction.
 - ii) Korora Road – request for permanent 30km/h speed limit.
 - iii) Ocean View Road – request to integrate an extension of the proposed 30km/h zone to Moa Ave in conjunction with prior work on traffic calming at Moa Ave / Ocean View Road intersection.

CARRIED

Waitākere Ranges Local Board

Resolution number WTK/2023/142

MOVED by Member S Coney, seconded by Chairperson G Presland:

That the Waitākere Ranges Local Board:

- a) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D)
- b) tuhi ā-taipitopito / note Auckland Transport’s responses to previous local board queries about Katoa, Ka Ora (Attachment A)
- c) tuhi ā-taipitopito / note Auckland Transport’s legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit (variable) setting near schools by 2027
- d) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed
- e) tautoko / support the location and scope of the proposed speed limit changes identified for this local board area (Attachment C and Attachment E) with the addition that the reduction to 30 kilometres at Piha Village starts just before 227 Piha Road, which is the site of the existing change from 70 to 50 kilometres per hour (km/h).
- f) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.

CARRIED

Note: Under Standing Order 1.9.7, Member L Potauaine requested her dissenting vote be recorded.

Attachments

A 26 October 2023, Waitākere Ranges Local Board Item 21 Katoa, Ka Ora - draft Auckland Speed Management Plan 2024-2027, Attachment B Waitākere Ranges Safe Speeds – Infographic

Waitematā Local Board

Resolution number WTM/2023/81

MOVED by Chairperson G Sage, seconded by Member A Bonham:

That the Waitematā Local Board:

- a) note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D to agenda).
- b) note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A to agenda).
- c) note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- d) note the board has been advised since June 2020, when the programme started, road deaths reduced 30 per cent across Auckland where speed limits have been reduced.
- e) support the location and scope of the proposed speed limit changes identified for this local board area (Attachment E to agenda report).
- f) provide the tabled feedback on speed limits in the Waitematā Board area including any other locations listed in Attachment C to agenda report where local board views are specifically sought.

CARRIED

Attachments

A 17 October 2023, Waitematā Local Board – Item 20: Katoa, Ka Ora - draft Auckland Speed Management Plan 2024-2027 – tabled feedback

The Waitematā Local Board:

- a) recommend treating blocks of roads to ensure consistent speed limits across the same types of roads as far as practicable and recommend as a basic rule:
 - i) 50km/h on arterial roads
 - ii) 40km/h residential roads, city fringe centres and town centres
 - iii) 30km/h on roads near schools.
- b) support the proposal for 30km/h speed limit between Gladstone Road and Parnell Road and note that this would be consistent with the adjacent Safe Speeds Programme 30km/h areas.
- c) support lower speed neighborhoods as proposed in Newmarket, Parnell and New North Road.

Safe Schools

- d) support permanent changes on arterial roads near schools (high movement roads), noting that most submitters found these easier to understand.
- e) note advice that changing speed limits is just one tool to create a safe and healthy transport system and can have greater impact when aligned with other strategies including: safe infrastructure (i.e., road design), enforcement, and better public transport.
- f) strongly recommend:

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- i) flashing light signage to say 'slow down' or 'School Zone speed camera ahead'.
 - ii) funding being allocated towards the installation of signalised crossings near school entrances on arterial and residential roads.
 - iii) using road treatments to reduce speeds and rat-running. These might include: raised pedestrian crossings, mid-crossing refuges and modal filters.
 - iv) modal filters on residential roads near schools that allow vehicles in, but not through, are likely to improve pedestrian safety and enable more children to cycle to school.
- g) recommend using speed cameras near schools to enforce speed limits. High levels of automated enforcement (with cameras) with lower fines may be more effective than low levels of in person enforcement. We are concerned that police will not enforce low speed limits effectively if they feel it is unnecessarily punitive.

Consultation Feedback

- h) note that safe speeds are most likely to benefit pedestrians that are most vulnerable such as children and seniors, which are least represented in this consultation.
- i) note most submitters are between 35 and 54, that almost twice as many men submitted than women. We acknowledge that women are more likely to be primary carers of children and responsible for school drop-offs and note that when children cannot get to school independently, women can be delayed getting to work as many schools do not allow children on the grounds before 8.30am.
- j) note children are barely represented in feedback but the *I Am Auckland* reports and the recent *Voices of Children and Young People from Tamaki Makaurau* that traffic has been identified as "the enemy". Qualitative research by Auckland Transport has shown many children would like, but are not allowed, to independently access playgrounds, schools, sports activities or the houses of nearby friends and family in Auckland because the roads are considered too dangerous and that things are getting worse except in areas where road treatments have reduced speeds and made crossing safer. Independent mobility has a positive impact on physical and mental health, geographical awareness, risk management and sense of belonging.
- k) further note that schools and organisations that work with children, witness dangerous road situations regularly that other submitters may not observe. Many of them have requested more safety improvements. These include St Mary's College, Northern Health School, Richmond Road School, Westmere Primary School, St Peters' College, Bayfield School, St Joseph's School, Grey Lynn Primary School, Epsom Girls' Grammar School, Auckland Boy's Grammar School, Ponsonby Primary School, and Parnell Primary School. Earlier this year, Ponsonby Intermediate and Western Springs schools advocated to the local board for greater road safety (Ponsonby/Pompallier project and Meola Road improvements).
- l) note that the current proposals only scrapes a 'C' (or 57% approval) in the assessment of "Healthy Auckland Together" an organization that advocates for children's right for a safe route to walk or cycle to school. Less than half of the schools in Waitemata have adequate safe speed catchment provision.

Other Points

- m) recommend beginning work to create lower speed neighborhoods in other parts of Waitemata where appropriate, starting with Grey Lynn and Westmere, because:
- i) of the large amount of family housing and primary schools in the area,
 - ii) it is explicitly requested by many submissions in the consultation and prior,
 - iii) road treatments to reduce speeds are already common in this area, and it makes sense for speed limits to align with the design of the roads.

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- n) recommend that the section of Old Mill Road in Grey Lynn (north-west of Garnet Road), which is a very wide road and currently 30km/h, be reviewed as it seems to make little sense from a network perspective. Safer crossings at the intersection and/or close to the playground may be more helpful.
- o) note and support the public request for slower speeds around the Domain, and recommend safe pedestrian crossings are installed near all entrances to the park. This should also serve to improve access to the Domain for children at ACG Parnell.

Whau Local Board

Resolution number WH/2023/142

MOVED by Member S Paterson-Hamlin, seconded by Member S Zhu

That the Whau Local Board:

- a) whakamihi / thank staff for their work on Katoa, Ka Ora: draft Auckland Speed Management Plan 2024-2027 and support the goals of improving road safety and reducing road deaths and serious injuries throughout Auckland.
- b) tuhi ā-taipitopito / note the summary of public consultation feedback received on the proposed Katoa, Ka Ora speed limit changes (Attachment D).
- c) tuhi ā-taipitopito / note AT's responses to previous local board queries about Katoa, Ka Ora (Attachment A).
- d) tuhi ā-taipitopito / note AT's legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and that the Rule requires best efforts to complete safe and appropriate speed limit setting near schools by 2027.
- e) tuhi ā-taipitopito / note that since June 2020, when the programme started, road deaths reduced 30 per cent in the areas where speed limits have changed.
- f) tuhi ā-taipitopito / note that many schools in the Whau area have requested permanent speed reductions versus variable speed limits in their school zones and support their requests.
- g) toaitia / reiterate its request for an extended reduced speed zone on Godley Road from Green Bay Primary School to Titirangi Road.
- h) tautoko / support speed limit review near schools that do not have current or proposed safe speed limits including Odyssey House School (Auckland) and Arahoe School.
- i) tuhi ā-taipitopito / note that Auckland International College closed in June 2023 so does not need to be considered in the speed limit review.
- j) tautoko / support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation in Attachment C.

CARRIED

Note: Under Standing Orders 1.9.7 Member F Piper requested that his dissenting vote be recorded for item f).